What is Claim d is:

1. An intermediate bearing for a driveline of a motor vehicle, especially of a commercial vehicle, comprising:

a housing having a stirrup-shaped cross-section, said housing including a fixing face having two straight portions and a first arched portion connecting the two straight portions;

a resilient bearing member extending between a supporting ring enclosed by said resilient bearing member and the fixing face, said resilient bearing member being a rubber-like material;

a locking element bridging the space between the two straight portions, said locking element including a supporting face adapted to an opposed outer face portion of the bearing member;

the supporting ring including a bore for receiving a rolling contact bearing, said bore defining a longitudinal axis, the locking element being adjustable for setting pre-tension of the bearing member towards the longitudinal axis, and said bearing member, in a pre-tension-free condition, is at least partially connected by adhesion to the fixing face of the housing, the supporting face of the locking element and to the supporting ring.

2. An intermediate bearing according to Claim 1, wherein the bearing member is connected by supporting portions to the supporting ring and to the housing, said supporting portions being arranged so as to be distributed around the longitudinal axis.

3. An intermediate bearing according to Claim 2, wherein a buffer is formed between the supporting portions, said buffer being connected by adhesion to the fixing face of the housing only, and said buffers being arranged at a distance from the outer circumferential face of the supporting ring.

4. An intermediate bearing according to Claim 1, wherein the locking element is held between the two straight portions of the fixing face.

5. An intermediate bearing according to Claim 1, wherein the locking element is securable to the housing in a position corresponding to a selected pre-tension.

6. An intermediate bearing according to Claim 1, wherein the housing includes flange portions which are angled relative to the straight portions and said locking element includes holding portions which extend parallel relative to the flange portions and cover the flange portions.

7. An intermediate bearing according to Claim 6, wherein in the pre-tension-free condition of the bearing member a gap exists between a flange portion and a holding portion.

8. An intermediate bearing according to Claim 7, wherein the intermediate layers can be inserted into the gap.

9. An intermediate bearing according to Claim 8, wherein the flange portions and the holding portions and the optionally provided intermediate layers are provided with through-bores which correspond to one another.

10. An intermediate bearing according to Claim 1, wherein the bearing member is adhesion-connected to the locking element, the housing and the supporting ring by glue or vulcanization.

11. An intermediate bearing according to Claim 1, wherein the two straight portions diverge, starting from the first arched portion.

12. An intermediate bearing according to Claim 2, wherein the pre-tension is calculated to be such that for the highest load occurring in a particular application, all supporting portions of the bearing member which are connected to the supporting ring are largely tensile-stress-free.